

THE
LIVERPOOL GUIDE;

FIRST EDITION

INCLUDING A SKETCH OF THE

ENVIRONS:

WITH A MAP OF THE TOWN

1796

W. MOSS



44 Jones
39 Brewery Lane
Formby

00 FEB 2010

WITHDRAWN
FROM STOCK

THE
LIVERPOOL GUIDE;

INCLUDING A SKETCH OF THE

ENVIRONS :

WITH A MAP OF THE TOWN.

LIVERPOOL :

PRINTED FOR AND SOLD BY CRANE AND JONES, CASTLE-
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1796.

ENTERED AT STATIONERS HALL.

SUDDEN design, and hasty execution, have often been adduced in extenuation of the faults of literary performances. In no case could the claim be more fairly urged than the present, occasioned by the Publishers solicitude to meet the immediate and pressing call of the season. It is not, however, intended to seek for shelter from errors of much magnitude, by the apology now offered; but only a palliation of any imperfections that may have arisen in consequence of a very hasty and a novel production; under an expectation of its being followed up, hereafter, with that fulness and correctness which time alone can furnish; towards which, any information, given to the publishers, will be received with thanks.

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THE

LIVERPOOL GUIDE.

LIVERPOOL being the first town in the kingdom in point of size and commercial importance, the Metropolis excepted, has of late been the resort of a great number of visitors for the purposes of commerce.

The advantages the town possesses in its near connexion and ready communication, by internal rivers and canals, with the extensive manufacturing town and neighbourhoods of Manchester; the coal country of Wigan; the unrivalled Potteries of Stafford-

A shire;

shire ; the exclusive export of Salt ; its central situation on the western coast of the kingdom, thereby communicating readily with Dublin and the northern parts of Ireland ; and finally, the goodness of the Harbour and the very superior accommodation for Shipping ; have all conspired to form it into a vortex that has nearly swallowed up the foreign trade of Bristol, Lancaster and Whitehaven..

Wealth being the result of Commerce, the flourishing state of the town has enabled it to make efforts for its internal improvement, and which it has recently done in a manner not a little extraordinary ; this, with the pleasant and salubrious situation of the town, the convenience of sea bathing, its amusements and the lively chearful air which regularly pervades it, have of late years made it the resort also of Strangers of all descriptions, for the purposes of health and amusement ; and have made it necessary to procure a GUIDE to direct them to, and explain such objects as may be most worthy their attention.

They

They who would wish to inform themselves more particularly of the history of the town, its increase of trade and population, and the comparative salubrity of its situation, may, at their leisure, consult the following publications, being all that have appeared on those subjects.

An Essay towards the History of Liverpool, by Wm. Enfield. With Views of the Public Structures, a Chart of the Harbour, and a Map of the Environs;—folio, 1793.

A Familiar Medical Survey of Liverpool. Addressed to the Inhabitants. Containing Observations on the Situation of the Town; the Qualities and Influence of the Air, the Employments and Manner of Living of the Inhabitants, &c. by W. Moss, Surgeon, Liverpool;—small octavo, 1784.

A General and Descriptive History of the Ancient and Present State of the Town of Liverpool, &c. ;—octavo, 1795. No author's name.

The Liverpool Directory, by J. Gore, 1792.

INNS.

INNS.

The Inns are numerous, and equally variable in their accommodations, adapted to all ranks and descriptions of travellers.

The largest Inn, is the Hotel at the bottom of Lord-street ; where there are accommodations for families of the first rank, their retinues, carriages and horses ; as also every other description of travellers, who wish to be well accommodated. There is a public ordinary every day.

This situation is deemed the most central in the town ; it is also the lowest with respect to elevation.

The next in point of magnitude, is the King's Arms in Water-street, near the Exchange ; and furnishes accommodations nearly as extensive as the Hotel, either for parties, families, or single travellers. It has a public ordinary.—It was formerly the successive residence

fidence of some of the most distinguished merchants of Liverpool.

Immediately adjoining the King's Arms, is the Talbot Inn and London Tavern; and which is very similar, in accommodation, to the former. The Mail and other London Coaches put up there. It is much frequented by travellers to and from Dublin. A public ordinary.

The Crown Inn, Redcross street; a commodious house. A London coach sets out from hence three times a week.

The Star and Garter, Paradise street; a Tavern, not an Inn. Genteel accommodations for parties, for eating or lodging, upon the plan of a regular Tavern.

The Globe Tavern, John-street; similar to the Star and Garter. A public ordinary.*

The

* Private lodgings may always be had, and frequently ready furnished houses, by application at the Inns and Taverns.

The Golden Lion, top of Dale-street; formerly the largest and best Inn in the town, and consequently has many accommodations for travellers. Some of the Warrington, Manchester, &c. stage coaches go from hence. A public ordinary.

The Angel Inn, a little lower down in Dale-street; a commodious travellers Inn. Stage coaches for Warrington, Manchester, &c. likewise go from this house. A public ordinary.

There are other travellers and carriers Inns in Dale-street, High-street, Tythebarn-street, &c.

IRISH PACKETS.

There are several packets to Dublin, for the express purpose of conveying passengers, horses, carriages and light goods; all of which are very commodious. For particulars, the stranger will be conducted to the different packet offices for information. There are a number of trading vessels to Dublin and
all

all parts of Ireland, particularly to the northern ports.

FERRY BOATS.

These are numerous across the river into Cheshire, to the different Ferry-houses. It is to be regretted, that, as at most Ferrys, the prices and other regulations should not be fixed, so as to be under the control of the magistrate, as on the Thames ; which would prevent the daily impositions that are practised, especially upon strangers, and which are frequently to a shameful excess.

The Ferry-houses on the opposite shore in Cheshire, are (beginning with the lowest down the river, northward, and continuing in succession, southward, up the river) Sea-comb; Woodside; Rock House; New Ferry; Eastham; and the Chester Canal Boat-house. The first four are navigated by open boats of different sizes, for the conveyance of Passengers, Horses, Carriages, Cattle, &c. All, except the first and last, communicate with
Chester

Chester by good roads, post chaise, &c. The first has a chaise to the Hotel at High-lake ; and the last communicates with Chester by an elegant Packet on the Canal. Beside Post Chaise, there is a double Stage Coach from Eastham to Chester. Passengers to Eastham and the Canal, are conveyed in large covered boats, that are very commodious, as they each contain two distinct cabins.

The fare from hence to Eastham and Chester in the first apartments, is 3s. In the second 1s. 8d. without any other expence. From hence to the Canal boat ; the first cabin 1s. the second 6d. the Canal boat first cabin 1s. second 6d. the whole 2s. 6d. and 1s. 6d.

The fare to the first four Ferrys, is two pence for market people and common passengers. Sixpence is generally expected from the upper orders of passengers. A boat for one person across the river is commonly one shilling : two or more may be conveyed for the same price. A party of more than two
may

may hire a boat for two shillings, to take them over, and bring them back at any time they please, that the wind and tide will permit; being careful to make an agreement beforehand, and not to pay till their return; otherwise imposition will be the certain consequence. The smaller boats with one mast each, are to be preferred to the larger with two; as they are handier, can land in shallower water, are capable of being rowed in calms or contrary winds, and are equally safe. The passengers of both sexes are carried in and out of the boats by the boatmen, with great ease and safety, when the tide will not allow of the boats approaching sufficiently near the piers.

Hackney Coaches, are numerous, and may be had at any time, to any part of the town and country, except, as in London, on the sudden fall of rain. The fares and regulations, very similar to those in London, are as follow.

FARES OF COACHES PLYING IN TOWN.

	s.	d.
For carrying 4 passengers, not exceeding one mile,	1	0
For carrying four passengers above a mile, and not exceeding a mile and a half, - - - - -	1	6
And in like proportion for a greater distance.		
If required to go out of the direct way to set down any person, the further sum of - - - - -	0	6
And if required to take in other passengers before the end of the fare (the whole not exceeding four), for each such detention, the further sum of - - -	0	6
For a coach and pair, carrying 4 passengers per day,	12	6
For the same per hour, the first, - - - - -	1	6
Each successive one - - - - -	1	3

NOTE—*It shall be at the Coachman's Option to go by Time or Distance.*

If he go by distance, and be required to stop and wait, he is to have, for every quarter of an hour's, waiting, - - - - - 0 6

When called from home after 12 at night, double fare, except on assembly, play, or public concert nights, when double fare shall not be paid till 1 in the morning.

All distances to be measured the nearest carriage way from the place the person is first taken up at.

 RULES FOR THE REGULATION OF COACHMEN.

1. Every coach shall be numbered and entered at the Town Clerk's office. Penalty 10s.

2. No

2. No coachman shall demand more than the rates before allowed, or refuse or delay to drive a fare for the same, when called, by day or night, fair or foul weather. Penalty, 10s.

3. No coachman shall refuse the first fare that offers, unless really pre-engaged. Penalty, 10s.

4. Every coachman shall have a check string, from the inside of his carriage, fastened round his hand or arm, when driving a fare. Penalty, 5s.

5. No coachman shall leave his carriage, or suffer it to stand in any street or thoroughfare by night. Penalty, 10s.

6. No coachman shall drive his carriage upon the footway in any street or high road. Penalty 10s.

7. Every person calling a coach, and not employing it according to the call, shall pay the coachman half (and if kept waiting fifteen minutes or more, the whole) of the intended fare. Penalty, 10s.

8. No person shall blot out, deface, or alter the number of any coach. Penalty, 10s.

VIEW OF THE TOWN.

The stranger, in viewing the town to the best advantage, should begin at the Exchange; where the spacious street before him* ; perfectly uniform on the right hand, and nearly so on the left ; all shops, containing every thing useful and ornamental, to indulge the taste and gratify the necessities; presents a view not to be excelled, perhaps, in the Capital. The Spire of St. George's Church, shooting over the lofty buildings near the other end of the street, which is terminated by the beautiful eastern extremity of the Church, and the perspective finished by the distant appearance of ships masts, with the extreme point of St. Thomas's spire, affords a view as grand as it is novel.

Around the Church, is the market for vegetables and fruit. Vegetables, the growth of the open garden, are found here earlier, in greater perfection and abundance, and cheaper, than in any other part of the kingdom.

* Castle-street.

dom. Oranges, in the season, are commonly so plentiful, as to scent the ambient air as fully as when in their native groves. The surrounding country being unfavourable to the production of the more delicate fruits, they are not very plentiful here. The best may be had in the shops on the east side of Castle-street, already passed. In turning about, when at the Church, the reverse view of Castle-street is, of course, obtained, and which is terminated by the front of the Exchange; except that, at the opening on the right of the Exchange, St. Paul's may be seen, at a distance, to raise its swelling dome above the interposing buildings, and to finish the view.—This dome will be seen more perfectly, when some houses are taken down to widen the street beyond the Exchange. The Exchange also will be more perfect when the intended Cupola is erected: and more especially if its mountainous roof, at present so offensive to the eye, should be removed.

Castle-street being wider at the north than the south end; it was proposed to bring the
east

east side forward, for the purpose of obtaining a regular perspective, and by which means the Exchange would finally have terminated the view on the east as it now does on the west side of the street. Mr. Wyatt, the Architect, being consulted, gave it his opinion, that it would be better to let it remain as it is. A little irregularity in a view, is oftentimes more pleasing than studied uniformity; and which appears to be the case in that before us. This street was so called from a Castle, which once stood where we now are. It was furrounded by a ditch twelve yards wide and ten deep; communicating with the river by a covered way which yet remains. It was otherwise well fortified; as, in 1644, the Parliament forces sustained a siege of a month, under the command of Colonel More, against Prince Rupert, before it was taken.

Pursuing the course down Pool-lane, the eye should not be turned to either side, as it would be offended at the very indecorous practice of exposing the shambles meat in the
public

public street,* but be directed straight forward to the ships, which will be found to be in the Old Dock, at the bottom of the street.† The view of St. George's Church, from the bottom of this street, has a good effect.

This was the first made dock in Liverpool, about 75 years ago. Its scite was a Pool, that wound round and extended the whole length of the old and high part of the town, on the east side, along Paradise-street and Whitechapel. Tradition says, that a singular bird, called a Liver, formerly frequented this pool; hence the place was called Liverpool; and the Liver, adopted as its Crest.

The first idea that strikes a stranger, on coming to this dock, is the singularity of so great a number of ships in the heart of the town,

* An act of Parliament was obtained, some years ago, to suppress this custom, and remove the slaughter houses, but has not yet been put in force.

† The shambles, however, are confined to the upper part of the street, and some good shops will be found lower down.

town, without discovering any communication with the sea. He must a while suspend his curiosity, and turn to the left. Viewing the commodious lading and unloading of the ships, as he proceeds along the quay, till he has turned the first corner of the dock ; he will there be presented with a view of the Custom House, on the left, and the beautiful spire of St. Thomas's Church, rising majestically before him over the buildings which terminate his view in front.*

Chains will be found to extend along the dock ; which became necessary to prevent strangers and others falling in in the night, from missing their way, from intoxication, &c.

Proceeding still along the quay, the Custom House is passed ; which has nothing externally to recommend it to a particular notice, except its central situation.

Pursuing

* The folio edition of the History of Liverpool before mentioned, gives a beautiful print of this view,

Pursuing this direction, without turning the next corner of the dock, which would afford nothing new, an opening presents into Clieveland-square. The Obelisk in the centre, the original attempt at regularity in the buildings, with the once row of trees before the houses, conspired to make it an eligible residence. It has ceased to be so now, as may be observed from the almost total loss of the trees, houses being made into shops, and the square being converted into a market of all sorts of provisions and wares.*

This Square terminates at the opposite extremity with a street called Pitt-street, so named after the father of the present Chancellor of the Exchequer.

The first turning on the left hand, after entering Pitt-street, leads into Duke-street. In this avenue, called York-street, is an Iron Foundry belonging to the Coalbrookdale company.

C

The

* St. Thomas's Church, being so near at hand, may readily be viewed, by stepping aside to the right, opposite the Obelisk.

The view up Duke street, has always a pleasing effect, even to an inhabitant who sees it daily. For, notwithstanding a want of exact uniformity, as the street is more than half a mile long, has a gradual acclivity, increases in width as it ascends, is always clean, and the houses all neat, many elegant ; with scarce an interruption of a shop, public house or warehouse ; the effect must necessarily be engaging.

The bend in the street, relieves the eye from the confusion that would ensue from too many objects in so extended a view, and leaves the imagination something to expect ; and in which it will not be disappointed by what succeeds.

About the middle part of the street, on the right down Suffolk-street, is a large cotton manufactory, that is worked by a steam engine.

Near the top of the street, on the right hand, is an intended street, called Great George

George street; which promises to form a good street.

At the top of the street, on the left, branches off Rodney-street; so called, after the gallant Admiral of that name; and will make a very handsome street.

Duke-street was the first attempt at embellished extension, the town experienced; and was considered an airy retreat from the more busy and confined parts of the town. As it was begun without a regular design, its architecture is variable. Yet from its favoured access, elevation and other natural advantages, it must, especially the upper parts, when completed in the improving style of building, preserve that decided superiority over every other part of the town it originally possessed.

At the top of Duke street, will be observed, the opening of a subterraneous passage, that leads to a Delf, from whence stone is procured for the construction of the docks and
public

public edifices. The stones are cut out of the solid rock, in such shapes and sizes as the purposes they are adapted to require.

An inclination to the right, leads to the Mount, or St. James's Walk; where we enter upon a gravelled terrace, 400 yards long. It has been compared to the terrace at Windsor. From hence we have a very extensive prospect, across the Mersey, of the north part of Cheshire, in front; and the mountains of Flintshire and Denbighshire in North Wales, which fill up the back ground.

In a southwest direction, on the left, at about the distance of 20 miles, lies Chester; which may be discerned in clear weather.

A little to the right of the direction of Chester, and nearly over a spire steeple in Cheshire, at 11 miles distance, lies Park Gate, on the east bank of the Dee. In a yet more straight direction, a little to the right of a prominent Windmill in Cheshire, appears a beautifully indented, smooth chasm
in

in the Denbighshire mountains, which forms a valley that leads to Llewenny bleach works, on the eastern confine of the delightful Vale of Clwyd. Cambden fancied these mountains to resemble fortifications. The breaks are not so irregular as in most mountainous situations ; yet it requires a fanciful imagination, to admit the similitude.

In passing still more to the right, or northward, the eye loses the more distant Welsh mountains, and becomes engaged with the nearer Cheshire hills, especially that of Bidston ; on which may be perceived the Light-house and signal Poles.

Immediately on the right of the Light-house, the break in the hill affords a beautiful prospect of the sea, whereby ships may be seen at a great distance, in the direction in which they come from sea. On that low part of the land, may be seen another Light-house, rising in the form of a pillar. A little to the left of this second Light-house, and nearly immediately

ately behind the first, is the Hotel at High-lake, distant about 10 miles.

The eye being extended yet farther to the right, reaches the most northern extremity of the Cheshire shore (a narrow point, called the Rock, round which every vessel passes in coming in and going out of the harbour), and then becomes lost in the vast expanse of the Irish sea.

The opposite shore of the Mersey, with the ferry-houses on its bank ; the river, with the vessels sailing and riding at anchor ; and the town, skirted along its margin with the masts of the ships in the docks, with its towers and spires, all so immediately under the eye ; has a good effect. The dome of St. Paul's, with a setting sun, becomes an interesting object.

The grove and shrubbery, behind the terrace, may be entered by a wicket on the right of the avenue leading to the building, every day except Sunday. The building was
formerly

formerly a Tavern, but now converted into different private dwellings. The terrace and grove are both made ground; the soil and materials having been carried thither for the purpose.

As the Walk and the adjoining grounds belong to the Corporation, They have determined to prevent any buildings being erected in front, that may interrupt the prospect towards the river; it is obvious, therefore, that if a certain space, in front, was converted into pleasure ground, it would have a charming effect; and would be done at little expence, compared with that behind the Walk.

Before we quit this engaging spot, let it be observed, that its beauties have long ago been sweetly sung by a native bard, under the title of “ Mount Pleasant, a Poem.”

On leaving the Walk, at the extremity opposite to where we entered it, we take a direction towards the river, down the road which passes by St. James’s Church. The
road

road which we then cross leads, on the left, to Toxteth Park; the first on the right, is Great George-street, already passed at the opposite end; and the second, St. James's-street, so called from leading to the Church of that name.—Here a charming perspective of the beautiful spire of St. Thomas's is procured; although a lofty warehouse obscures the lower or tower part.

Continuing in a straight direction to the river down Parliament-street—a most inappropriate name—we have directly before us, over the river, a white house; which is Birkenhead Priory; with the remains of an Abbey, whose Ivy clad ruins yet remain to characterize it. The Chapel, is perfect, and now used as a place of worship.

At the bottom of this street or road which limits the boundary of Liverpool, all on the left being held under the Earl of Sefton) on the left, is a road which leads to a Mill, at half a mile distance, that is worked by the tide; which, no doubt, is a singularity, as a
patent

patent was obtained for it. A lofty irregular building on the right, is the Oil-house, for the purpose of preparing the oil from the blubber of the whale, annually brought from Greenland ; the smell from which is so offensive during the process, as to be very disagreeable, even at some distance in the direction of the wind, although no way hurtful. It will be advisable to pass it on the windward side, to avoid the smell.

Having passed the Oil house ; fortunate, if without offence to the olfactory nerves ; we break in upon the

QUEEN'S DOCK ;

The newest, largest and best finished Dock in the town ; being 270 yards long, and 130 broad ; comprising an area of 35,100 square yards ; and finished at the expence of about 25,000*l*.

Crossing the end of the dock, we turn along its west side. On the right are the ships in the dock, loading and unloading,

D

with

with the greatest ease, safety and convenience; whilst on the left are other ships, repairing in the Graving Docks. In these latter highly finished Docks, the ships will be found as commodiously placed for repairing or altering, as when first new upon the stocks. They are floated hither, of course, by the tide at high water, and left dry at low water; the flood gates are then shut, and the water afterward excluded till the repairs are completed. The flood gates of the Queen's Dock are, as will be observed, of the same construction with those of the graving docks, only, that being designed to retain the water in the dock, they are hung in a contrary direction. A pleasing cascade may often be observed from these gates at low water. The draw bridge is a finished piece of workmanship, and does great credit to the artist.

On looking from the bridge towards the river, we see the entrance from the river into the basin before us, which becomes dry at low water, and is called the Dry Dock. This entrance and basin serve also the purposes

poses of the adjoining King's Dock. This narrow entrance and basin are highly essential : for in stormy weather, the swell of the sea would endanger the flood gates, if exposed to the open river : and in the same weather, the ships could not be safely got into the dock, if opportunity was not given to check their velocity before they reached the gates ; which, in the sea phrase, is bringing up ; and which could not be done if they were left to be acted upon by the wind and waves, the power of both which is chiefly broken off by the piers which form the narrow entrance, where ropes from the ship can be made fast, to check its speed. The advantages are the same in vessels going out of the dock into the river. Several ships can come into this outer dock in quick succession, and there remain in safety, to be hauled through the opened gates of the interior dock, at the leisure of the parties concerned. The same advantages also accrue in going out of the dock into the river.

Homer's

Homer's description of the port of Ithaca, on the landing of Ulysses, is here exemplified.

- " Two craggy rocks projecting to the main,
- " The roaring winds tempestuous rage restrain ;
- " Within, the waves in softer murmurs glide,
- " And ships secure without their halbers ride."

Odys :---Book xiii.

Also in the harbour of the Lestrigons, the allusions, excepting the second line, are not less striking.

- " Within a long recess a bay there lies,
- " Edged round with cliffs, high pointing to the skies .
- " The jutting shores that swell on either side,
- " Contract its mouth and break the rushing tide.
- " Our eager sailors seize the fair retreat,
- " And bound within the port their crouded fleet :
- " For here retired the sinking billows sleep,
- " And smiling calmness silver's o'er the deep."

Book x.

What the poet's imagination feigned, is here chiefly realized by art.

The

The walls and constructions of and about the docks, are of stone, dug out of the quarry above ; and all the ground about us is artificial, being an incroachment upon the river, and filled up with earth and other materials brought from the quarry and higher ground.

The salary of the Dock Master is 100l. a year ; whose office is to regulate the internal decorum of the dock, by allotting the positions of the ships in their loading and unloading ; to direct the management of the flood gates ; and to attend to the docking and undocking of the ships at the times of the tide when the gates are open so that the ships can come in and go out ; for without such a Regulator, who is obliged to act with impartiality, according to existing circumstances, confusion and consequent injury would regularly ensue. This dock, at present, is chiefly occupied by American ships, those from the Greenland fishery, and others under repair. Passing on, we immediately come to the

KING'S

KING'S DOCK ;

Made a few years before the Queen's ; not so large as the Queen's ; being 290 yards long, and 90 wide ; comprising an area of 26,100 square yards ; and finished at an expence of about 20,000*l*. Continuing along the east side, we approach a long, low building, on the right ; which is the TOBACCO WAREHOUSE ; for the lodgment of all the tobacco imported. It was erected by the Corporation of Liverpool, and is rented at the annual sum of 500*l*. by Government, for the purpose of storing or lodging all the tobacco imported here, until the duties are paid. For this purpose, the extent of quay opposite this warehouse is the only place in the port where tobacco can be landed. By this means, the tobacco is immediately rolled into the warehouse on landing ; is there examined, weighed and secured ; and thus preserved from that smuggling and pilfering so much complained of in the London river ; and to prevent which, the necessity of Wet Docks there, has been so strenuously urged. When the manufacturer wants a hogf-head,

head, or more, of his tobacco, he sends the duty, and the tobacco is delivered accordingly.

This may, of the kind, be deemed an elegant building. It is 210 feet long, and 180 broad, and will contain 7000 hogheads.

The King's Dock is frequented by ships from America, for the purpose of unloading their several products. Also by our own and those of the northern states from the Baltic, &c. with timber and naval stores, the spacious contiguous yards and warehouses being well adapted to their reception.

The salary of the Dock-master is 100*l.* a year. A singularity attended the opening of this dock. One of the three ships that are recorded in history to have carried troops from hence to Ireland, to raise the siege of Londonderry, in 1688, was one of the first to enter this dock on its being opened in 1788, just 100 years afterward. The coincidence of circumstance is not less surprising than the
extraordinary

extraordinary age of the vessel, a brig, which still continues to trade between Ireland and Liverpool, and is called the Port-a-Ferry.

The interposing ground between these Docks and the river, is chiefly employed for timber yards and ship building.

Turning the corner of the Tobacco warehouse, we obtain a view of its other fronts. The street into which we enter is called Wapping, aptly enough named after the same in London. The large Warehouses which here present themselves, are for the storing of corn. Hereafter, as we go along, we shall find, roperies, anchor smithies, block-makers, sail-makers, and every business connected with the naval department, in great abundance; together with a number of public houses, for the cooking and accommodation of the shipping: for as fires and candles are not suffered on board the ships in the docks, for obvious reasons, public houses become more necessary.

Pursuing

Pursuing our course northward, we soon reach a small Dock, which belongs to the Duke of Bridgewater, containing his numerous Flats, that convey goods by the communication of the Runcorn canal, many miles up the river, to all the interior manufacturing towns and neighbourhoods, of Manchester, the Staffordshire Potteries, &c. &c. to an amazing extent. The adjoining Warehouse, is for the security of the goods before and after they are shipped and unshipped ; to which purpose the adjoining Yard is also applied. Proceeding a little farther we approach the

SALT-HOUSE DOCK ;

So called from the Salt Works on the right, where the common salt, we use, is made from the native rock. This manufactory is about to be removed many miles higher up this bank of the river, to a place called Garfton, to the great benefit of the town, as the vast quantity of coal smoke emitted from it, makes it very offensive.—This was the second

E

made

made Dock. The upper end, on which we enter, is chiefly employed as a receptacle for ships that are laid up. The lower parts are mostly for corn and timber ships. The form is irregular. It comprizes an area of 21,928 square yards; and has a length of Quay of 640 yards.

The space between this dock and the river, behind the buildings, is chiefly occupied as Shipbuilders yards; and some of the finest ships of their size, in the British navy, have been built there; as the *Adamant* and *Assistance* of 50 guns; and the *Phæton*, *Nemesis*, *Success* and other fine Frigates. These yards may be viewed.

Tracing the quay till we come to the flood gates; which, with the draw-bridge, are inferior in point of construction to those at the *Queen's Dock*; we open upon a very large basin; which is dry at low water, and hence called a *Dry Dock*. Keeping to the right, we presently reach the

OLD

OLD DOCK;

The first Dock we met with on the outset of our ramble. From the Draw-bridge, we see, towards the river, the gut or entrance into the bason from the river; and that the gut and bason accommodate both this and the Salt-house dock. Looking up the dock, we observe the Custom-house, we before passed, facing us at the other end. This first constructed dock has been made about 75 years. Its walls are of brick. It is 200 yards long; of irregular breadth, but which may average 80 yards; with an area of 16,832 square yards.

This dock is a receptacle of West India and African ships, as it is contiguous to the Warehouses of the Merchants concerned in those branches of Commerce. Also Irish traders, and vessels from Portugal, Spain and the Mediterranean. The surrounding houses are altogether public houses, or shops with such articles of wearing apparel, &c. as are most commonly wanted by seamen.—Adjoining
ing

ing the gates of this dock, is the place where Fish is most commonly landed from the different fishing boats from Ireland, Scotland and the more adjacent neighbouring coasts.

As we proceed along the dry dock, we observe a great many small vessels, chiefly sloops with one mast each, and which are coasting traders, mostly from the northern coast, extending to Scotland; as may be observed by painted boards, hung upon the most conspicuous parts of the rigging, denoting the places they are bound to. This trade is very extensive, consisting of the importation of corn and other provisions, flates and the different natural productions of the country; and of the exportation coastways of every article of our West India produce, the Mediterranean, Portugal, Spanish and Baltic trade. This is generally a busy, crowded place. Coasting along this dry dock, we at length arrive at the fourth gates and draw-bridges of

ST. GEORGE'S DOCK.

Here are two Bridges over this entrance,
at

at the opposite extremities ; for as the ground on the other side is insulated at high water and when the flood gates are open, it is necessary the communication should not be interrupted ; hence, by the Act of Parliament procured for making St. George's Dock, it is so provided, that one of the bridges shall always be down, under a penalty if otherwise.

Crossing one of the Bridges, we are upon Man's Island ; all artificial ground, raised from the sea. The left direction leads us to the quay where the Dublin Packets lie, with their Packet-houses and Offices facing them ; which buildings are called Nova-Scotia. A little farther leads to two Graving Docks, and another on the opposite side of the dock gut, or entrance into the dry dock ; all similar to those we viewed at the Queen's Dock.

Returning the way we came, we reach the south end of St. George's Dock ; but instead of passing in a direction along its quay, we keep on toward the river. A circumstance occurred on this spot, which cannot

not be passed over.—The docility of the cart-horses of Liverpool, perhaps exceeds that of any in the kingdom, or even the world. The Carters usually direct their horses motions by word only, without touching the reins ; and can make them go to the right or the left, backward or forward by the word of command, with as much precision as a regiment of soldiers. A Parrot, of no mean parts ; as it appears, by frequent hanging out from one of these houses facing the dock, had acquired a variety of language ; and more especially that particular part which so frequently requires the horse to back his load, to discharge it into the ship in the dock. A Carter having unfortunately left his cart with the back to the dock, Pol, in a garrulous mood, unluckily happened to cry, back—back—back—several times so distinctly and loudly, that the well tutored animal, obeying the word of command, actually backed the cart, so as to precipitate it and himself into the dock.—The horse was preserved.

That two brute animals, of totally different
species,

species, perfect strangers to each other, should be capable, without any assistance, of directing and executing a regular action by means of the human language; is a curiosity perhaps unparalleled in the history of the world.

On the left, as we advance, lies the Manchester Old Quay, the resort of that Company's Flats, which convey goods to and from Manchester, all the way by the river, without entering a canal as is done by those of the Duke of Bridgewater. We now arrive at the River, and have, on the right, a Terrace 230 yards long, which is purposely designed for a public Walk, as carriages are not suffered to come upon it, and is called the Parade.

The view from hence can perhaps be nowhere excelled, especially at or a little before high water, and particularly at spring tides; when a number of vessels, of all descriptions, moving in all directions, so near at hand, forms a scene as picturesque as it is novel; and
from

from the variety it always affords, is entertaining even to those who see it most frequently. At all times, the view up and down the river is fine. At the other end of the Parade, is a pier that projects farther into the river, from whence a more extended view can be obtained.

The houses on the opposite bank, are the Ferry-houses before mentioned (p. 7). Down the river, we observe the Rock point, with a guide post upon its extremity; round which the ships pass and repass to and from sea. A little on this side the Rock, may be seen the Powder Magazines; where all the gunpowder for the use of the ships, and other purposes, is kept. They are placed at that distance (about three miles) to prevent bad consequences to the town in case of accident; they are there also much out of the way of accident from fire. Ships often lie off there at anchor, sheltered from the westerly wind, under the high land, waiting for a fair wind to proceed to sea.

A little

A little down the river on this side, will be observed the Fort ; and, at a great distance farther down, two lofty Pillars, which are the Formby land-marks.

On the left of this pier, is a sloping road or slip, which gradually descends to low water mark, where a number of boats are constantly lying for the purpose of being hired to convey passengers, horses, &c. to the different Ferrys on the opposite shore ; as also for pleasure, up and down the river, as the wind and tide will permit. Although there are many conveniences for taking the water at the other docks, similar to this ; yet this is much the most commodious, cleanest and safest. The others are within the dry docks ; so that the gut or entrance to the dock must be passed through, which is oftentimes tedious, and even unsafe, from the number of vessels generally passing in and out about high water, as the following melancholy instance will explain.

Several large Ferry-boats, filled with passengers

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passengers to Chester fair, were hauling out of the Old Dock gut along the North wall, the wind blowing fresh from South West ; when suddenly a very large ship, hitherto unnoticed, was coming full upon them, from the river, with considerable velocity, and in such a manner and direction as no human efforts could avert, as the boats were too numerous to have them all got out of the way, and no time to get the passengers out of the boats upon the quay. In this terrifying situation, as the ship—with a sea monster's head, as if to aggravate the horror—approached very near the boats, the cries of distress from the passengers, who seemed but too sensible of their situation, were painful indeed. Too soon the ship, without any decrease of its speed, struck one of the boats in the middle with its stern. The boat, although a large one, being close to the wall, was instantly shivered to pieces. The shriek of distress now ceased ; and every appearance of the boat and its luckless passengers was lost. In a few moments, however, baskets, hats, cloaks, and immediately after the bodies, of
the

the unfortunate people had emerged and were floating upon the surface of the water. Every assistance being given, the people, about 20 in number, men, women and children, were all got out of the water. Those who were most in the bottom of the boat escaped the best, as, on the complete destruction of the boat, they sunk in the water under the ship's bottom ; while those who attempted to save themselves by climbing up the wall, were some of them so severely crushed as not to survive it ; which was the case with one or two active young men.—The rest of the boats escaped uninjured.—Although it is some years since the above accident happened, it made too strong an impression upon the mind of the writer, who beheld it, to be yet effaced — This landing place is out of a possibility of any similar accident ever happening here ; and therefore is on all accounts to be preferred. The fares of the boatmen have been named. (See page 8).

The right wall of this pier, will be found to form one side of the gut or entrance into
the

the bafon, or dry Dock, which leads to St. George's Dock. In the river, immediately before the pier, will be discovered a large floating buoy ; which is there placed for the purpose of making ropes fast to it, to assist in hauling ships out of the dock when the wind blows strong into the dock. A Capstan will be observed on the pier, to assist likewise in hauling ships in and out of the dock, as necessity may require. Several strong posts, are also placed in different situations, for similar purposes. A large flag staff, or pole, is placed here ; on which, when a flag is hoisted, it denotes that the dock gates are open to receive any ships that may be coming in : when lowered, it apprizes those ships in the river, that the gates are shut so as to exclude their entrance that tide. A double lamp is placed upon the top of this pole, (hung upon swivels, to accommodate the raising and lowering of the pole) to direct any vessel that may have occasion to come into dock in the dark.—It is to be observed, that the same accommodations for assisting the ships into and out of this dock, prevail at
the

the entrances of the other docks we have passed.

From this Pier and the Parade, may now more distinctly be seen the Light-house and the Signal-poles, mentioned in p. 21.* The river is here, at high water, about a mile over, and the distance from the opposite shore to the Light house, about three miles. It is very usual, in Summer and fine weather, for parties to cross the river and walk to the Light-house. The road is good, and the walk, if a trouble, is amply repaid by the charming and extensive prospect which is there displayed. Ale, and bread and cheese, is the only fare to be met with there; except perhaps a cup of tea. Any kind of provision that may be carried thither, will be comfortably dressed and served, and every deficiency compensated by the civility of the occupiers.

To

* A delineation and explanation of the Light-house and Signal-poles, may be had, printed upon a card, at any of the book sellers shops; which will afford a better description than can be given here.

To those who have not examined a Light-house, it will, of course, prove a curiosity.

It has already been observed, that the time of high water at spring tides, is most favourable for the river prospect from this, the most eligible, situation on the shore. Accordingly, when high water happens from eleven till two o'clock, it will be proper to be here half an hour, or more, before the time of high water (which may be known by a reference to any of the Liverpool newspapers); when, a westerly wind seldom fails to bring in more or less sail. Armed ships generally salute the town with their cannon; which is answered by the bells of the adjoining Church. These signals generally invite a number from the town, to behold the pleasing spectacle; and the solicitude of the relatives of those on board, frequently forms an interesting scene. The ships of different owners have private distinct signals, which they communicate to a person always stationed at the Light house, who repeats them upon the various adjoining poles, so as to be understood here; whereby
the

the approach of a particular ship may often be known some hours before it can be seen from the town. Would a Telegraph answer a better purpose?—The ship having entered the dry dock (now filled with water), in the manner described at the Queen's dock, p. 26, is conducted into the inner wet dock, and there left afloat, in the most perfect security from every assailment of wind and sea.

A little before high water, the ships that are to come out of dock the present tide, are hauled* into the outer basin, then into the gut; where the sails are filled, the fastenings loosened, and, amid the usual parting salute of three cheers from the brave departing Tars, and which is returned from those on shore, the stately vessel is sent to explore her way over the dreary bosom of the vast trackless ocean, under the well founded hope of giving wealth to the individual, and of adding honor and prosperity to the British Empire.

It

* The frequent repetition of the nautical term, haul, cannot well be avoided, as none of the synonyms, of draw, pull, drag, &c. are sufficiently expressive, or proper.

It may be entertaining to the stranger to examine the construction and operation of the

DOCK GATES.

Turning along the north end of St. George's Dock, we come to the gates of that extremity. At low water the gates are shut, and, of course, remain so till opened by the next flood tides. In each gate will be perceived an opening, which, at high tides, is intended to evacuate the water to a certain quantity necessary for floating the ships, thereby avoiding risk from any unnecessary pressure of water upon the gates. For this intention also, two pair of gates were thought adviseable here. In very high tides, when these openings are not sufficient, other sluices can be opened below, by machinery contrived for that purpose. There is yet another intention these openings answer; which is, that at spring tides, when the tides are regularly falling or becoming lower each tide, if the water left within the dock were at any time above the level of the succeeding tide at
high

high water, the gates could not be got open. The dock-gate-men are therefore furnished with a table, descriptive of every succeeding height of tides, and regulate that of the dock accordingly. An annual tide table is published by Mr. Holden, which ascertains the times of High Water and the Heights the tides flow, with an accuracy before unknown, and in a method yet a secret with his family. Why not purchased by the public, at any price, if it will apply to all parts of the coast of the kingdom? The management of the Dock gates is submitted to the care of four men, two on each side, who assist in opening and shutting them, in the manner that may be observed; and who, with the Dock Master, also assist in directing the ships through the gates. St. George's Dock was the third made. It is 250 yards long and 100 broad; comprising an area of 25,300 square yards; with a length of quay of 670 yards. It was constructed at an expence of 21,000*l*. It is chiefly the resort of West India ships, and is esteemed very commodious.

In passing along the Docks, the ships of different nations will be discovered by their different construction both in the hulls and rigging ; and which will be found to accord with the national character. The Dutch ships are strong and square built, misshapen and clumsy ; nor, like the natives, has any attempt at the least alteration been ever made in their ornaments or equipment. They are distinguished by a considerable hollownes in the middle, and by the sudden elevation of two square ends ; as also by the colossean figure of a head of Van Trump or a favourite Frow, placed, in contradiction to the custom of other nations, and the order of nature, on the stern, upon the top of the rudder, with an aspect towards the crew as if for an idolatrous purpose—if a Dutchman can be supposed to adore any thing but wealth. A clumsy mast rises from about the middle of the ship, and a smaller one near the stern ; which altogether, completes a Dutch Dogger. Swedish ships have the same construction and equipment. French ships are every way in the opposite extreme ; being slightly built ;
the

the ornaments taudry ; and the rigging and masts so light and lofty, as to give the idea of a flying Mercury.

The English ships possess a medium between the former ; combining strength with beauty and ornament—the utile and dulce—upon the present improved plan of the British Frigates. The Guineamen here, are in general the handsomest ships ; being every way modelled after the Frigates, and rather more ornamented.

GENERAL OBSERVATIONS ON THE DOCKS.

The rapidity of the tides in the river, and exposure to strong westerly winds, must have been very unfavourable to the accommodation of shipping both in the river and the more interior harbour, or Pool, as it was then named ; so that so early as in 1561, attempts were made at something like a dock, as a shelter from storms ; but it was not till about 75 years ago, that Parliament was applied to for leave to build a regular dock ;
since

since which time the docks have increased in number with the increase and flourishing state of the town, and are now augmented to thirteen : five wet-docks ; five graving-docks ; and three dry-docks ; (independent of the Duke of Bridgewater's dock,) occupying a space of near three miles in circumference ; the whole constructed, formed and built upon the bed of the river. It is to be observed, that George's, the Old, and Salt-house Docks, communicate, so that ships can pass from one to the other, and into the graving docks, without going into the river, where their being unmanned or unrigged might expose them to injury from the wind and tide in so doing. The King's and Queen's Docks communicate together in the same manner, and with their own graving docks.

There are perfect communications under ground between all the docks, by large tunnels, for the purpose of one dock cleaning or washing another ; so that when a dock is to be cleaned (as they are all very subject to fill with mud), it is left dry at low water, by
keeping

keeping the gates open ; the sluices are opened into it in different directions ; and a great number of men are put into it, who, with spades, shovel the mud into the currents made by the sluices, till the dock becomes sufficiently cleared, and which usually occupies a space of some weeks. Flat-bottomed boats are also employed at these times for loading and carrying out the mud, which they discharge into the river.

The docks have Watch, Scavengers and Lamps, distinct from those of the town ; and fires are not suffered, and even candles not permitted to be lighted on board the ships, except secured in lanthorns, under a penalty of 40s. ; nor any combustible matters left on the decks or on the adjoining quays in the night, under a penalty of 10l. By these precautions, an accident from fire (so much to be dreaded) has, fortunately, not happened.

The dock dues, paid for the entrance of ships, were, In 1724, 810l. 11s. 6d. In 1776, 5,064l. 10s. 10d. In 1786, 7,508l. os. 1d.
In

In 1796, upwards of 13,000l. ; which gives some idea of the progressive extension of the trade of the town. The advantages a wet dock possesses over every other kind of port or harbour, are very great. The ships cannot possibly be affected by any kind of weather ; they always are afloat ; can lade and unlade, at all times, without any obstacle or risk of injury to the cargoes. The docks, here, are so compacted, and contiguous to every requisite for the equipment of the ships, that every possible delay is prevented ; and finally, from their contiguity with the warehouses, &c. the ships can be loaded and discharged with dispatch and at a trifling expence.

Crossing the dock gates (after high water), we proceed along the east side of George's dock. Passing a range of new erecting warehouses, that promise to be ornamental as well as useful ; we arrive at the Fish Market ;* where the Sisterhood will be found to enjoy as great a privilege and refinement of the
tongue,

* The Fish Market is to be removed else where.

tongue, as at most other similar seminaries. The market will, in the different seasons, be occasionally pretty well supplied with Salmon, Cod, Flat-fish and Crabs ; Shrimps and Prawns, very plentifully ; Lobsters are always scarce and dear ; Herrings always abundant ; but Mackrel scarce ; and fresh water fish, equally so.

Turning in a backward direction, we pass along a range of Ware houses, some of which are so high that they might be viewed with surprise by a native of Edinburgh. They are designed, chiefly, as storehouses for corn. At the end of these buildings, is the town prison ; of very ancient date ; and which belonged formerly to the Derby family, and used by them as a residence—what a scope for reflection !—Looking up the street on the right (Water-street,) we discover the Exchange, from whence we commenced our ramble ; which is now about one half completed.—The line, from hence, in the direction of north and south, was originally the boundary of the river.

The

The narrow passage on the lower side of the prison, leads to the Old Church yard ; the lower part of which affords a pleasant walk, as it presents a desirable opening into the river, through the gut of St. George's dock basin. At the south end of this walk, is the Merchants Coffee House, where the newspapers are read ; and where lodgings may be had by those who prefer the situation. Cannon were formerly planted here, for the defence of the harbour. This lower part of the Church yard was raised from the shore, less than fifty years ago ; as originally the base of the tower of the church was washed by the river.

Going off at the opposite end of the church yard, we pass between a boat-builder's yard on the right, and a ship-builder's yard on the left ; either of which may be viewed. We then arrive at a small Glass-house, for the manufacture of flint glass ; and the turn from thence to the left, leads to the public Baths ; which are esteemed commodious and elegant, and may be viewed. The road farther

ther on, presents the Fort, which, with its formidable artillery, promises an ample security against any enemy's ships that may attempt an entrance into the harbour. A strong guard of soldiers is always kept here. A very advantageous view down the river, is obtained here, and from whence the Rock point may be very distinctly observed. The ride along this shore, for some miles, is very pleasant, especially in warm weather ; as it will be found very cool and refreshing, with a westerly wind particularly. Two roads branch off, inland, at one and three miles distance, along the shore : the first, at Beacon-gutter : and the second at Bootle mills, where accommodations for bathing, lodging, &c. as at other watering places, may be had at two good houses.

Turning up Denison-street, behind the Fort, will be discovered, from the top of the street, on the left, the New Prison ; so immensely large, that, for the sake of suffering humanity, it is to be hoped it will never be filled ; except with its present description of

H

inhabitants

inhabitants—French prisoners—who, fortunately for themselves, have been here preserved from the famine and bloodshed that have so desolated their native country : for the honour of This, they have been favoured with every comfort and indulgence their situation will admit of, and which their natural levity solicits.

The situation of the prison is healthful, and it has many conveniences ; yet on examination, it will be observed, that the debtor, whatever his constitution, habits and health may be, cannot be accommodated with a more comfortable Cell to sleep in, than the hardiest and most abandoned felon. Such, at least, seems to be the original intention ; if so, 'tis “ devoutly to be wished” that it may be varied.

Close by the prison are, a steam Mill for rolling and slitting of Iron ; a White Lead Work ; and two Manufacturies of ashes, from Soap lees.

Returning

Returning the way we came, the head of the Leeds and Wigan canals presents ; on which an elegant Packet boat passes from hence to Wigan, every morning (except Sunday) at eight, and arrives there at six o'clock ; and another from thence sets off at six, and arrives here at four. The Fares ; 3s. and 2s. The right bank of the Canal affords a very pleasant walk ; but is inaccessible, from dirt and the parsimony of the Proprietors, in wet weather ; and there is no carriage way.—The quantity of Coal imported by this canal, from Wigan, &c. for the supply of the town, and the export to the different parts of Europe, America and the West Indies, is considerable.

From the head of the Canal, is an opening to St. Paul's Church. Howsoever the church yard and body of the church may pass for a miniature of the original, the dome and cupola serve but to remind us of Their inferiority. Being on elevated ground, the whole has a good effect, at a distance ; but there is
no

no station near, from whence it can be viewed to any advantage.

Turning towards the river, we come to a narrow and very dirty street, called Old-hall street; in the narrowest and dirtiest part of which, four streets meet, and which once formed one of the markets of the town, in its primitive state. In this market place stood a Cross (as is still usual in many market towns) which was called the White Cross. This narrow street and the adjoining ones, formed what was considered the most genteel part of the town, thirty years ago. On advancing nearer the Exchange, we soon get extricated from the dirt and difficulties of a narrow street, by the opening which has been made, and which is meant to be extended farther, for the public accommodation. A very superb Cross, formerly stood where the Exchange is now placed.

SURVEY OF THE TOWN CONTINUED.

The Hotel, at the bottom of Lord-street, from its central situation, will now be the best station for the Stranger to recommence his ramble from. Going up Church-street, opposite the Church, we turn into Tarleton-street ; which leads to Williamson-square ; wherein will be observed, by the King's Arms in front, at the farther side, the Theatre.

At the upper end, Houghton-street leads into Clayton square ; which presents a regularity not to be found in the squares we have already passed. It was the last built, and may afford a specimen of the improving taste of the town. Passing through the opposite opening, we are in Ranelagh street ; and turning up, we pass a Ropery, where ropes, cables, and the various rigging of a ship, are made. To the left of the top of this street, in Bolton street (dirty and unpaved) are very elegant fresh water Baths ; cold, temperate and warm ; for Ladies and Gentlemen, distinctly. They are supplied from the Well
of

of the adjoining cotton manufactory, that is worked by a steam engine.

Retracing our steps, we cross Ranelagh Place, and proceed up Mount Pleasant, till we come to Clarence street, on the left ; which leads to a spacious road that directs us farther up the hill to the Poor-house : the front of which is chiefly applied to working and eating rooms ; and the two extended back wings, to dwelling apartments for the poor.

Continuing the direction ; we perceive the buildings before us, on the right ; called Edge-hill. Ascending the summit of the rising ground, the road on the right leads to the very pleasant villages of Wa'tree, Child-wall and Woolton.

Keeping upon the summit of the hill to the left, we pass the venerable remains of Vernon-hall ; not the less distinguished by its stately Pines ; and immediately cross the great south road at the village of Low-hill ;
which

which formerly was a fashionable, and the only, retreat of the town inhabitants for recreation. Crossing another road, in the same direction, at a pleasant Villa, we approach the village of Everton ; which passing through, we yet cross another road, and arrive finally at St. Domingo ; a white house, with a large court and carriage way to the front. The house was built, and the adjoining grounds purchased, with the product of a French prize ship from St. Domingo in a former war, and hence so called. A new house is building behind the present, which promises to possess much elegance.

As this situation terminates the ridge of the hill, it presents a fine extended prospect of the surrounding country before us, to the north and east. The sudden breaking in upon the sea, has a wonderful effect, at high water.

Performing a retrograde motion, at the first turn to the right we descend towards the lower part of the village ; passing several
elegant

elegant houses, till we arrive at the road which leads down towards the town. Adjoining, is a Coffee House, where every accommodation of tea, dinners, &c. and lodging may be had. Descending, we come to Richmond, where a Wollen Hall (of no great celebrity) is occasionally open. St. Ann-street, facing St. Ann's Church, is a street of much elegance, which is not diminished by Trinity Church towards the south end. St. Ann's church has a good effect from hence. The first turn on the right out of St. Ann-street, leads to the Circus; where are elegant livery stables, and where equestrian exercises are occasionally performed by Astley and others. A little farther we discover, on the right, an uniform row of houses, called Islington;* facing which is the Infirmary, which, with its side colonades, has somewhat the form of the Queen's Palace.

* The stranger will have discovered a tendency here to ape the London names of places, but which it is to be feared will, on comparison, tend to lessen in his estimation what he might otherwise have considered as neat or commodious.

lace. The neat buildings on each side of the Infirmary, in front, are dwellings for the widows of seamen.

In Commutation row, on the left, is the Blind Asylum; where the blind poor are instructed in every mechanical art they are capable of attaining; which, while it assists in their support, makes them useful members of society. Their wares may be viewed and purchased on the spot. This charity is supported by voluntary contribution, is unconnected with the provision of the parish, and extends to objects from every part of the kingdom.

Facing the front of the Infirmary down Shaw's-brow; and turning to the left into the Hay-market, from whence will be seen St. John's Church; we pass along White Chapel to the Hotel at the bottom of Lord-street, where we commenced this latter part of our tour.

It will be perceived, that the street we last
I passed,

passed, with Paradise-street in the same continued direction, are nearly on a level, and lie low. It was in this direction, as mentioned in p. 15, that the tide formerly flowed round this side of the town from the original Pool where the Old Dock now is; which added considerably to its defence, and rendered it only accessible at the north end; hence its obstinate resistance to Prince Rupert. A walk through Paradise street, which will afford a view of an elegant Dissenters Chapel, will best explain the course of the Pool. At the other end of Paradise-street, (formerly Common-shore) on the left, is Hanover-street; the more straight direction, is the bottom of Duke-street, formerly passed (page 18); and the turn on the right leads to the Old Dock. The common sewer runs under Paradise street, White Chapel and even higher up, so that in sudden and heavy rains, the inundation is such as to flood these streets; and to fill the cellars, to the great terror and distress of their inhabitants.

CHURCHES.

CHURCHES.

The town contains thirteen Churches of the Established Religion ; one of the Church of Scotland ; three of Independents ; a Quaker's Meeting ; four Methodist Chapels ; two Baptist Chapels ; three Roman Catholic Chapels ; and a Jewish Synagogue.

St. Nicholas, or the Old Church commonly so called from being first erected (see page 56,) is of very ancient date ; but there are no traces of its antiquity farther back than 1588 ; when it is recorded, that the Earl of Derby coming to his residence (before named page 55,) and waiting for a passage to the Isle of Man, the Corporation erected and adorned a sumptuous stall in the church for his reception.* There was a statue of St. Nicholas, in the Church yard ; to which the sailors presented offerings on their going to sea, to induce the saint to grant them a prosperous voyage.

This

* Seacombe's Memoirs.

This church was a parochial chapel under Walton, a neighbouring parish ; till by act of Parliament, in 1699, Liverpool became a distinct parish. There is very little sculpture worth notice : a female figure, inclining over an urn, is most worthy attention. Here are a peal of six bells, whose welcome notes announce the arrival of our ships from foreign voyages, chiefly the West Indies. There is a good, but badly placed, Organ. A spire was added to the tower, in 1750 ; and the walls of the Church were rebuilt a few years ago. It is also intended to rebuild the inside pews and galleries. The Church originally, was no doubt sufficiently sequestered ; yet from the present, perhaps unavoidable, thoroughfares in every direction through the church yard, it but ill accords with the primitive intention of

“ the church-yard’s lonely mound,
“ Where melancholy with still silence reigns.”

A considerable portion of the lower part of this Church is set apart for the public ;
and

and, as in most country churches, the men and women have different allotments. As these public seats are generally well filled, with very decent and orderly persons, devotion is better assisted than where the whole is a glare of dress and fashion : it induces a due sense of humility ; and properly reminds us of the indistinction that is soon to take place in the state for which we are preparing.

St. Peter's, (page 13), was the next built Church, and finished in 1704 ; which, with St. Nicholas, are the parish churches, over which two Rectors preside. It is plain within ; has a good Organ ; and a peal of bells of good tone and well tuned. No sculpture or monuments worth a distinguished notice.

St. George's Church (see page 12) was consecrated in 1734. It will be found as elegant and well finished within as it is without. The altar, pulpit, organ loft, and the front of the galleries are, characteristically enough, of mahogany. It is the Mayor's chapel, where he attends every Sunday, and
where

where there are pews appropriated for those Gentlemen, including Strangers, who choose to accompany him. A very good Organ. No monumental inscriptions. The church is completely vaulted, for the purpose of a Cemetery. On each side of the church, is a terrace, with recesses underneath for the convenience of the market people. The octangular buildings, at each end of the church, on the south side, are offices for the clerk of the market and the nightly watch. In the recesses on each of the octangular parts of the steeple, is the painting of a saint : but so exposed a situation, is very unfavourable to paintings.

St. Thomas's Church (see page 17) was consecrated in 1750, the whole of which, without and within, can no where, perhaps, be excelled in elegance and simplicity. In its very confined situation, it cannot be advantageously viewed in any direction. The south end of the church yard, and the bottom of Liver street, afford the best views. Its beautiful and lofty spire, however, has a
pleasing

pleasing effect from every part of the town and the environs, where it can be seen. The steeple and spire are 216 feet high; of which the spire forms the greater part. A good Organ. No monuments.—Regular Oratorios, the first that were attempted in the north of England, were performed here in 1765, by performers, the principals of which were from London; who were not less surprised than gratified with the choruses, which were of this neighbourhood; the Lancashire chorus being still esteemed the best in the kingdom.

St. Paul's Church (see page 59) was built at the public expence, and consecrated in 1769. Its internal construction is so unfavourable to hearing, notwithstanding the attempts that have been made to render it less so, that it is but very thinly attended. The bottom of the church is appropriated to the public. No Organ or monuments.

St. Ann's Church (see page 64) built in 1770 by two private proprietors, is a neat, commodious

commodious church : has a painted window, and an Organ : is remarkable for being placed in a north and south direction ; and is viewed to advantage from the north road, and also from St. Ann street. No monuments.

St. John's Church (see page 65), was finished at the public expence in 1784. It is plain within ; and the lower part is laudably appropriated to the public. The church yard is also a public burial ground.

Trinity Church (see page 64), can boast a peculiar neatness, externally and internally ; and is extremely commodious, the form and dimensions being such as are well adapted to an auditory. An Organ ; but no monuments. It was consecrated in 1792 ; and built by private proprietors.

St. James's Church (see p. 23), not directly in the parish, was built about the year 1774 : is neat, commodious, and retired. An organ ;

gan ; but no monuments. Was built by private proprietors.

St. Catharine's in Temple-court ; St. Stephen's in Byrom-street ; and St. Mathew's in Kay-street ; formerly dissenting chapels ; and St. Mary's in Harrington street ; have nothing to recommend them to the attention of the stranger, except neatness ; but which surely must be a powerful recommendation to a congregation.

The Scotch church, or kirk, at the top of Renshaw-street ; the three Independent chapels in Benn's Garden, Renshaw-street and Paradise-street ; the Quaker's Meeting in Hunter street ; the four Methodist chapels in Pitt-street, Mount pleasant, Edmund-street, Maguire-street ; the two Baptist chapels in Stanley-street and Byrom street ; the three Roman Catholic chapels in Lumber-street, Seel-street and Sir Thomas's Buildings ; and the Jew's Synagogue in Pitt street ; are all fitted up in a manner becoming their several relative customs. The Paradise street Dis-

senting chapel (see page 66) is the only one that claims particular regard as a public edifice. It is a beautiful structure; but so situated, that in no direction can it be viewed to advantage; nor is it sufficiently retired for devotion—disadvantages that surely might have been avoided in a new erection. That elegant simplicity—*simplex munditiis*—noticed in some of the beforementioned churches, is not so well preserved here, within. The inlaid work round the galleries, in the manner of cabinet work, and the airy flights of steps to the still more airy pulpit, have a taudriness and levity not the best adapted to a place of serious devotion. The pews are very conveniently disposed. The organ is very neat; and is a rare instance of that instrument in that situation. Behind the chapel, is a charity school, supported chiefly, and much to their honour, by the frequenters of the chapel.

Many of the churches have clocks; none of which has a bell sufficiently large to be heard at a distance. It would be much to
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the credit and benefit of the town, to have one something like St. Paul's in London, as a General Monitor. The advantages are too obvious to need enumerating.

THE EXCHANGE.

The inside of this handsome edifice, was entirely destroyed by accidental fire, about a year ago. The lower part was formed like the Royal Exchange, in London, and designed for the like purpose. Over the walks, were the Borough Court room, the Mayor's Office, the Council Chamber, and the Assembly rooms; all of which, with their valuable furniture, were consumed.

The whole of the Exchange was appropriated to a Ball and Supper, given to the principal inhabitants by the Corporation, on his Majesty's recovery. All the lower area was formed into one supper room; superbly illuminated with pillars and festoons of lamps, in the central parts; the walls enlivened by transparent emblematic paintings; and

EIGHT

EIGHT HUNDRED well dressed persons, of both sexes, sat commodiously down together to as elegant a supper as art could devise and taste display. A more splendid and uncommon spectacle, than that exhibited, cannot well be conceived : the effect was wonderful. A Stranger present, pleasantly enough observed ; that the whole, although uncommonly splendid, became more particularly enchanting under the fascinating influence of five hundred Lancashire Witches.

The Exchange in future will be converted into Coffee rooms and offices for the convenience of the merchant, and for transacting the public business of the town. All the upper part of the new or north side, is to form an Assembly room : and a cupola will be placed upon the centre. The front of the new part appears, at a little distance, as if unfinished, by the exposure of the high projecting roof above. The four statuary figures are emblematic of the four quarters of the world ; and the fronts of the new part are said to display great architectural taste.

The

The pediment of the south front contains a piece of highly finished sculpture in bold Relief. The small figures in the left angle, represent the Infant Commerce of the town ; one of which seems watching over the different articles of merchandise, and another embraces the Liver with the right arm, under the auspices of Liberty, with the Cap in one hand, the other being supported by the Fasces ; denoting Liberty under the direction of the Civil Power. The large projecting figure, with a defending sword in the right hand over a shield bearing the Liver, and a Cornucopia ; is the genius of Commerce, protecting the infant Commerce of the town with one hand, and directing the attention of Neptune, for the same intention. with the other. The God of the Sea, with the trident resting on the right arm, reclining with the left on a watery urn, is a bold figure ; the attention in the adverted countenance, is well and greatly expressed. Part of the hull, masts and flag of a Ship, fill up the right angle. This emblematic prediction has, hitherto, been happily accomplished.

The

The first stone of the Exchange was laid in September 1749 ; and the two original fronts, independent of some childish and ridiculous ornaments then in fashion, which the chissel would remove, are considered to form a chaste and well executed piece of architecture. The whole, when properly insulated and finished, will, no doubt, have a good effect in every direction. The principal entrance will be from the south front, which will open into a vestibule leading to a grand spiral staircase of stone, lighted from a dome, that will communicate with the upper parts of the building.

THE POOR HOUSE.

(SEE PAGE 62).

Remarkable for the boldness of its structure, airy situation, and the space it occupies. It was finished in 1771, at an expence of 8,000*l.* and has since received considerable additions. It will contain about 1500 persons.

ALMS

ALMS HOUSES.

These were formerly distributed in different parts of the town. Becoming in a state of decay, they were all pulled down, and very commodious ones erected in their stead in an open space behind the poor house; where the poor inhabitants have the benefit of pure air.

THE INFIRMARY.

This public charity was opened in 1749. It was built and is supported, as most provincial hospitals are, by public contributions. It contains about 200 beds, and admits patients from all quarters. It relieves out-patients. The situation is airy, extended and commodious. See page 64.

LUNATIC HOSPITAL.

This is behind, and contiguous to, the Infirmary. It is to be regretted that this, like other similar institutions, is not a complete

plete charity, to admit patients free of expence. This perhaps will no where be fully obtained till an Asylum is constructed upon a more extended plan, fixed in a central part of a country, and made an open general concern. As it is, the affluent are taken to private Asylums; the parish poor are sent hither, at the parish expence; whilst the middle rank are deprived of proper assistance, in the most dreadful malady human nature can suffer under, from an inability to purchase it. The objects of these, so necessary, institutions, have not, surely, been properly considered.

Infanity is a growing malady, no doubt arising from the increasing dissipations and excesses of the age.

THE DISPENSARY.

This neat edifice is situated in Church-street a little above the church. As it is very accessible to the sick poor, great numbers have been daily assisted by it since its institution in 1778. It is supported by voluntary contributions

contributions and annual subscriptions, the latter of which amount to about 500l.

SEAMENS HOSPITAL.

This charity, adjoining the Infirmary, (see page 65,) was instituted in 1752, for the maintenance of decayed seamen, their widows and children ; and is supported by sixpence a month out of the wages of every seaman failing out of the port.

BLUE-COAT HOSPITAL.

This structure (in School lane, behind St. Peter's Church) was raised so long ago as the year 1720. It contains 79 orphan children, 143 fatherless children, and 58 whose parents are in indigent circumstances; being in the whole 280; of which 230 are boys and 50 girls: they are all cloathed, fed and lodged: the boys are taught reading, writing and accounts; and those intended for the sea are instructed in navigation: the girls are taught reading, writing, spinning, sewing, L knitting

knitting and housewifery : they are all at school one half of the day, and work the other half : many of the boys are employed in making pins : they are admitted at eight, and put out apprentices at fourteen years old. It is supported by benefactions, legacies, &c. and annual subscriptions, at an expence exceeding 1200l. a year.

This Hospital, and the Infirmary and Dispensary, are assisted by charity sermons at all the Churches, and by an annual play at the Theatre.

BLIND ASYLUM.

This charity (see page 65) was established in 1790, and is supported at an annual expence of about 300l. It is proposed to erect a compact building for the better convenience of the several manufactures, &c. The charity finds materials, and the poor are paid for their labour in the manufactory, under the direction of their teachers. Most of these unfortunate objects have lost their sight by the small-pox. It is to be lamented that so
great

great a majority of the poor still retain their prejudices against Inoculation. A plan of a general inoculation was formed here some years ago, and every persuasive means made use of to induce the lower ranks to accept it ; but to so little effect at last, that after a trial of two or three years, it was given up.

The men are here employed in making lobby cloths and bears ; baskets of different kinds ; whips ; and clock and window cords. The women spin the yarn for the window cords, and for sail-cloth and linen-cloth ; they make mops ; and some are taught music ; both instrumental and vocal. One of the girls is possessed of a voice rarely equalled.

INSTITUTION FOR RESTORING DROWNED PERSONS.

Drowning is an accident so frequent here, as to render this institution very necessary. Above 400 persons have become objects of it since its institution, in 1775, more than one half of whom have been restored. A guinea
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is given to those who take up a body, if it be afterwards restored to life ; if not restored, half a guinea. It is at the Corporation expence. Long poles with hooks at the ends, are dispersed in different places about the docks, for the purpose of dragging for those persons who fall in.

BENEVOLENT SOCIETY.

The intention of this society is to seek for poor obscure objects who, from diffidence, infirmity, or as strangers, cannot obtrude themselves so as to make their wants known ; and for this intention, the members alternately visit every obscure recess of poverty and distress they can discover, to relieve the present urgent necessities of their suffering inmates, till more effectual assistance can be procured. This society may be justly stiled Benevolent.

THE LADIES CHARITY.

This last, although not least valuable, of
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the public charities which adorn the town, was long in contemplation, but was only effected in the present year. Its intention is the relief of poor married women, in child-bed, at their own homes ; a mode that proves to have many advantages over a public hospital. Proper assistants, male and female, are appointed ; as also a Matron, to provide every necessary of food, &c. that may be wanted ; by which means the poor and their offspring are rescued from the injuries arising from improper treatment, and are restored and preserved, with comfort to themselves, to that society from which many, in this trying situation, have been severed by ignorance and want. The charity is very properly under the patronage of ladies, with a Lady Patroness at their head ; and the public business is necessarily conducted by a committee of gentlemen. It is supported by annual subscription, and by other gratuitous benefactions and contributions ; and its various comforts have already been sensibly felt.

THE THEATRE.

The present house (see page 61) was opened in 1772. It is sufficiently spacious and commodious. Liverpool formerly boasted the first set of performers out of London. The house was only open in the summer months and when the London theatres were shut, and the best of the performers were selected for the season. Of late, however, from the increase of theatrical rage, the number of provincial theatres have so much increased, as to divide the London performers; nay, they are mostly turned strollers; exhibiting themselves for a few nights, separately, in all parts of the united dominions. Formerly no performer, whatever his rank, could be admitted to perform here without being engaged for the whole of the season; during which regulation, the performances were supported by a regular succession of the first performers of the London stages. The house still regularly opens about the close of the London houses, and shuts at their re-opening.

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The town made a successful resistance to the first introduction of provincial performers in the summer season, of whom Mrs. Siddons and Mr. John Kemble formed a part. The latter was hissed off the stage; and Mrs. Siddons, who had played here in former winter seasons, and was favourably received in both the walks of tragedy and comedy, was, fortunately as it has since turned out, compelled to quit the town. So versatile is public opinion, that on her first reappearing here after having received the stamp of approbation from a London audience, they who had been so desirous to banish her the theatre, were now so eager to see her perform, that many injuries, both of body and dress, were sustained, so great was the pressure of the crowd to get admittance into the play-house. Since that time, the groupe has become more motly ;—" a thing of shreds and patches." Mrs. Mattocks has played here, with little interruption, in the summer season, for thirty years, with deserving estimation. A benefit play is given every season for the public Charities.

PUBLIC

PUBLIC CONCERTS.

The Public Concert room is in Bold street. It is large, and finished with great elegance. The seats below and in the gallery are well disposed ; yet the amphitheatre form is, no doubt, best adapted to a concert room ; not only for hearing the music, but for viewing the company. It seems the present form was adopted, to gain room for the accommodation of the musical Festival, which takes place once in three years. It will admit 1300 persons, commodiously. The Orchestra is well formed and arranged. The Organ is more powerful than fine toned, and has a great effect in chorusses and full pieces. Some gentlemen perform in the instrumental parts, on public nights ; but the Principals are all supported by the professional men of merit, who take frequent opportunities of displaying their several abilities in solos, duos, &c. The vocal department is not less ably filled, by professional performers : so that the concerts, which are miscellaneous, would go well off, if the vocal accompaniments of the
what

what should be only the auditory, would be Tacet ; or even Piano.

The concerts are supported by annual subscriptions of two guineas each ; which admit three persons to each performance, by tickets in the name of a gentleman subscriber ; which are transferable to ladies, and to young gentlemen under age ; but a resident gentleman cannot be admitted unless he be a subscriber. Strangers are admitted by tickets at 3s. 6d. each. The number of annual concerts, is twelve ; and of Subscribers, about 300. Here is also a distinct subscription to a Choral Concert, where selections from the Oratorios, &c. are performed.

ASSEMBLIES.

The Assembly room in the Exchange having been burnt down, a temporary one is substituted in the Hotel at the bottom of Lord-street ; till the new one, in the former place, is completed. The assemblies are in

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the winter season ; they commence in October, and terminate on the King's birth day. They are supported by subscription ; and strangers are admitted by tickets. They are generally pretty well attended. A lady and gentleman preside, as is usual on these occasions, over the decorum of the room.

COFFEE HOUSES, &c.

The Coffee room in the Hotel, at the bottom of Lord-street, is neat and roomy ; and is supplied with most of the London and Provincial news papers ; and with magazines, reviews, army and navy lists, &c. There is a book in which is entered the name, cargo and place sailed from, of every vessel that arrives in the Port. It has a list of between three and four hundred annual subscribers, at a guinea each. Strangers have the free privilege of the room ; which is often crowded ; in an evening particularly. Notwithstanding its airy appearance, the room is very close, often offensively so ; seemingly for want of
attention

attention to ventilation. Coffee, &c. are supplied within the adjoining tavern.

The Coffee room in Exchange Alley, on the west side of the Exchange, is very neat, airy and comfortable; and as the subscribers are not so numerous as at the Hotel, it is more retired than the latter. The accommodations of news-papers, &c. are nearly the same as at the Hotel; as also the admission of strangers. A waiter attends to supply Coffee, &c.

The Merchants Coffee-house, in the Old Church yard, is much smaller than the others; and its accommodations are proportionate. Commanding a view of the river and signal poles, it is conveniently situated for attending to the movements of the Shipping.

There is a Tennis Court and Bowling Green, near St. Ann's church, and also an Archery; and a Tennis Court in Gradwell-street.

THE

THE POST OFFICE,

Is in Lord street. It shuts every night at nine, for the dispatch of both the north and south mails. The north mail comes in every morning and goes out every night ; the south mail comes in every morning, except Tuesday, about three, (the Office opens at eight) and goes out, as above, every night except Friday, and is 37 hours on the road each way, to and from London. The York Mail Coach, through Manchester, goes out every morning very early, and comes in every evening at seven ; in one day.

The mails for Chester, north Wales and Ireland, cross the river. The office for these mails shuts every evening at six o'clock, from 5th April, till 10th October ; and at four o'clock from 10th October, till 5th May.

The foreign mails are dispatched for Italy, Germany, and the north of Europe, every Sunday and Wednesday : Postage 1s. 6d. a single Letter.—For Spain and Portugal, by way

way of Lisbon, every Monday : Postage 2s.
—For the Leeward Islands, the first and third Wednesday in the month : no Postage required.—For Jamaica, the first Wednesday in the month : no Postage required.—For North America, the first Wednesday in the month : Postage 1s. 6d.

STAGE COACHES,

And Waggon, are very numerous to all parts of the kingdom. They sometimes vary their stations, times and fares ; so that every information respecting them, will be best obtained at the several Inns.

MANUFACTURES.

The long established manufactures of the adjoining neighbourhoods, have rendered any thing similar, unnecessary here ; and the minds of the inhabitants are more turned to the exportation, than the manufacture of the different articles of commerce. The principal manufactures, therefore, are chiefly
confined

confined to what is necessary to the construction and equipment of ships: the number of shipwrights, only, is said to exceed 3000.—A Saltwork, for home supply and export, is of long standing. Here are several mills, of different constructions, for cotton spinning: and a great many Windmills, for the grinding of corn, dying-woods, medicines, &c. Here are also several Sugar-houses; Tobacco and Snuff manufactures; Red and White herring houses; two or three Iron founderies and Pipe manufactures; and a small Glass house. Glass and Picture frame making and gilding, have been greatly improved; and Printing and Engraving are in an advancing state; as also Coach and Cabinet making. Watch making has been extensively pursued; and Mr. Finney, an Artist of the town, constructed a watch to be worn in a ring; which was presented to his present Majesty, many years ago.

The town is supplied with Ale and Beer from the public breweries, about 40 in number; in general praise of which, much cannot

not be said. The indifferent quality of the Ale, has lately been a means of introducing that necessary, native and wholesome beverage, from many parts of the surrounding country. An extensive Porter Brewery, in Scotland road, has been lately established ; which promises to furnish as good a quality of liquor as the London Breweries.

THE SCIENCES, POLITE ARTS, &c.

In a commercial situation, where all are constantly intent upon, and even immersed in business ; the mind, if so inclined, has not leisure to detach itself from its necessary pursuits, so as to indulge in the more unprofitable study of the Sciences or Polite Arts ; the spare hours are, perhaps more properly, appropriated to such light recreations and amusements, as will unbend the mind and promote health. And if a man has had no opportunity of attaining an art or science himself, he is at a loss how properly to promote, or patronize it in others, although his wealth should fully enable him to do so : his
habits

habits and acquirements lead him to other pursuits, that may be equally beneficial to Society. The Sciences and Polite Arts are delicate exotics, that require a sequestered culture, and cannot be reared along with the general and more substantial harvest of the country.

A Library, in Lord street, contains many valuable books for the use of the proprietors. It may be viewed, and any book examined upon the spot, by a stranger. Here is no public academy or seminary for the instruction of youth or the amusement of mature age ; which has always been the cause of an unfavourable reflection on the town ; but, from the preceding observations, perhaps improperly.

The Silversmiths and Jewellers shops in Castle-street, &c. contain china, trinkets, and valuable curiosities both natural and artificial. At Mr. Preston's, in Castle street, is an Artists Repository, for the sale of paintings, engravings, musical instruments, &c. There
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is a Music shop in Lord-street, Paradise street and Castle-street. Book-sellers, Print, Linen and Woolen-drapers, and most of the best Shops for Wearing Apparel, are to be found in Castle-street, Pool-lane, Lord-street and Paradise-street.

At the distance of seven miles along the north shore, at Ince, the residence of Mr. Blundell, is a very fine selection of paintings; and of ancient statuary collected in Italy. They may, through the liberality of that gentleman, be viewed every Monday, by an order previously obtained. In the Temple, which is literally a Pantheon, that combines a Green house, we tread classic ground, in silent converse with original representatives of the deities of the heathen mythology:—the effect is delightful.

COMMERCE.

A minute detail of the commerce of Liverpool, would exceed the intention of this publication; but which may be obtained from

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the two histories of Liverpool named at the third page. To the transient uninterested stranger, it may be sufficient generally to observe, that the trade of the port extends to every trading part of the world, the East Indies excepted ; particularly to the West Indies, Africa, the Baltic, America, Spain, Portugal, the Ports of the Mediterranean, and the north and south Whale fisheries.

The natural advantages, enumerated in the first page, which the Port possesses, originally conspired to the formation of its commerce, and will always support and extend it. The staple commodities of coal and salt, are great inducements for ships of all nations to prefer a freight to Liverpool, as another is secured in return, (partially, or wholly, as other wares may offer) of these articles, so valuable and acceptable in every part of the world. The unrivalled cotton manufactures of this county, and the earthen wares of Staffordshire, can no where be shipped abroad to so great advantage as from here. The same may be said of the hard wares of
Sheffield.

Sheffield. America takes off large quantities of all the above articles, and which are chiefly paid for with the money received for goods disposed of in France and the different parts of Europe. The ready communication with Dublin and the west coast of Ireland, must always ensure a considerable source of trade. The Corn trade is very extensive ; to which many of the largest and loftiest warehouses are chiefly appropriated ; and which render Liverpool the granary of the interior country.

The African trade forms no inconsiderable part of the commerce of Liverpool. It appears* that, from the year 1783, to 1793, both included, the value of Slaves imported into the West Indies in Liverpool vessels, amounts to 15,186,850*l.* sterl.—2,278,072*l.* being deducted from the above for commissions and all contingences in the West Indies, the nett proceeds will be 12,908,823*l.* sterl. The Factor on remitting home the above, has a commission of 5 per cent. which amounts

* History of Liverpool, page 223.

mounts to 614,707l. leaving a balance of 12,294,116l. which on the average of the 11 years, is 1,117,647l. annually remitted; the clear annual profit of which, after deducting all other expences, will be to the merchant 214,677l. 15s. 1d. From this statement, the various manufactures and articles of commerce that are involved in the African trade, seems not readily calculable.

The merits of this Trade, in a moral and political light, have long been a subject of earnest contention by the legislature and individuals of this country. As a simple moral question, considered in the abstract, it can meet with no countenance. In a political point of view, every thing favours it. That man, or body of men, would be wise indeed who could reconcile and assimilate two qualities so opposite and so much at variance in the human mind, as morality and policy; it is in vain to expect it, while man retains his fallen state. Enthusiasm may often be necessary in the execution of a great project; but never in the projection of it; which latter should

should always be under the guidance of deliberate reason, founded upon experience and an adequate knowledge of all the governing principles of the subject. And yet Enthusiasm was the declared directing principle in the late attempts for the abolition of the Slave trade, both in and out of Parliament. Can we suppose that the government, customs, habits and dispositions of a race of people who cover a very considerable portion of the earth, can be made to undergo a sudden revolution at the Command of a few who occupy but a distant speck, and thus invert the general order of nature by violent means? Not less ridiculous would be the attempt of the husbandman to shelter his crops from blights, storms and tempests, or to procure artificial sunshine in the absence of the great luminary, than any effort to wash the Blackamoor white. No doubt, projects to counteract the designs of providence, as extravagant as these, have frequently been nurtured in the mind of man, and have proved equally abortive. The system of human nature ; whose process is hidden

den from man; cannot possibly be varied and directed by his will, who is ignorant of the great design ; although he may be, and has been, made an accidental involuntary instrument, in ways undiscernible to him, in their execution.

Agreeable to the laws of nature, in the experience of the world, the attempt of the abolition of the slave trade was begun where it should have ended ; and was like an attempt at bending the tree at its full growth, instead of doing it when a sapling ; or purifying a stream at its foot, instead of its head ; or curing a disease, without removing its cause. For, while the Africans continue in the same untutored, and consequently defenceless state, they must remain a prey to their more skilful neighbours—such IS the character of man. Will the enlightened and refined European say, why his Creator doomed the Mind of the African to remain as dark and naked as his body ? He will acknowledge his ignorance ; but must allow that it necessarily is so, hitherto ; and that if
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he wishes to do him, what he supposes, an essential service in rendering him independent of his neighbour in future, it can only be done, humanly speaking, by informing his mind and thereby instructing him in the usual means of self defence.* The condition of every situation, among mankind, is comparative. The ignorance of the African slave, makes him unconscious of being so. He is not liable to suffer from the inclemency of the weather and real hunger (fore calamities), so frequently happening in many of the northern parts of Europe; and in Asia, from the latter.

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* Nothing can baffle human reasoning more, than the worse, if possible, than Egyptian darkness which pervades this quarter of the world: for notwithstanding the perpetual intercourse on its coasts with the Europeans, such is the rooted ignorance, superstition and idolatry of the natives, that an instance never occurs of a native, on the spot, having any desire or being prevailed upon to receive any of the more enlightened instructions and opinions of Europe: and should a young native, after being educated in Europe, return back, he will be considered as an impostor, and treated as such.

The will of Providence being hidden from us, and since slavery has existed in all ages, and this particular part of it for a long time and to its present extent, instead of aiming to subdue it by violence, let us rather endeavour, as human prudence will suggest, to meliorate it to the utmost in our ability; and thus endeavour to palliate what it is not in our power to remove; in expectation of some natural crisis in its favour, similar to what all states and empires have so regularly experienced from the beginning of the world. Finally; in this, so extensive and complicated business, is it not better to act the part of Experimental rather than Speculative Philosophers? The late decision of the Legislature seems to say so.

BANKERS.

Messrs. Arthur Heywood, Sons and Co. Castle street. Messrs. W. Clarke and Sons, corner of Castle-street. Messrs. Gregsons, Sons, Parke and Clay, Lord-street. The Banks are open from nine till three, every day except Friday, when they are shut at one.

AIR,

AIR, SOIL, &c.

The following description of the state of the air, soil, water and other local peculiarities, are extracted from the familiar Medical Survey of Liverpool, mentioned in page 3.

“ The situation of the town, as it affects the health of the inhabitants, has many natural and considerable advantages. From being situated upon the eastern bank of an open extended river, which has a near communication with the sea, the west side of the town is limited to, and confined in, nearly a straight uninterrupted line; by which its whole extent, on that side, becomes freely exposed to the fresh and unpolluted air of the sea, and an open country from the Cheshire shore: and as the westerly winds prevail a great part (nearly two thirds as is generally supposed) of the year, and that frequently in excess, the town is kept very regularly purified, ventilated, and freed from the lodgment and accumulation of vapours, and effluvia of various kinds, which by retention,

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become

become highly deleterious, and unfavourable to mankind. The strong gusts of wind which come from the western quarter, so frequently throughout the year, are most singularly efficacious in these respects; and most especially so in the autumnal seasons; as they remove, or greatly abate, the bad effects which regularly ensue from summer's heat and continued calm weather, in large and crowded towns."

"If we examine the surrounding country, we shall find it every where, near at hand, free from morafs, stagnant water, wood, or any other cause or causes that can in any material degree conspire against, and are known to be unfriendly to the human constitution."

"The soil is sandy; which promotes the ready absorption, and of course, prevents the stagnation, of rain and other waters; which contribute essentially to the health of the town."

"From

“ From the reasons here assigned, the air of Liverpool must be, as it is, much more pure than it is commonly found in many parts of the kingdom ; and which renders the town, in proportion to its size, much more healthful than most other large towns.”

“ Notwithstanding the generally pure and healthful state of the air of Liverpool, it has, like every thing in nature, its occasional imperfections : the only, or principal of which are ; its being subject to sudden and frequent variations in temperature, and being more than usually sharp and keen.”

“ In applying the foregoing considerations to the purposes of health, we shall find, that the situation of the town is, in general, very healthful ; and that it is particularly favourable to constitutions that require and can bear a sharp cold air ; of which description are those of nervous relaxed habits, to whom, in most instances, it proves very friendly and favourable : the healthy will also have their health preserved by it. The occasions in
which

which the situation of the town becomes unfavourable, are with those persons who are subject to coughs, asthmas, and other affections of the breast and lungs, and are consumptive: as these are complaints that are aggravated and renewed, and even promoted in constitutions so inclined, by frequent irregularities in the temperature of the air, and its general cold, sharp state."

"As an addition to the natural purity of the air, we may add its being regularly, throughout the year, impregnated with the aromatic effluvia of tar and pitch, which are in constant circulation through the town; more especially when the wind is westerly; and which are well known to be remarkable correctors of the air, and particularly calculated to obviate and resist the power and progress of many infectious diseases."

"The water with which the town is supplied for culinary purposes; and which is well-water, brought from the east side of the town; is unexceptionable in all respects; except

except the awkward mode of its being conveyed (in carts) to the inhabitants ; being sufficiently soft and pure. The well-water which is obtained in the heart of the town, and near the river, is hard and brackish, and therefore never used for these purposes. —This native purity of the water contributes a good deal to the health of the inhabitants.”

It appears, from the above, that many local circumstances conspire to make Liverpool very healthful, and that the cooling refreshing breezes from the sea, in hot weather, render it a desirable retreat from the interior of the country at those seasons, aided by the salutary recreation of sea bathing. Such is the generally healthy state of the town, that infectious fevers are never known to prevail, and it is very rare to hear of a person dying of a fever of any sort. Agues are as rarely seen. There is yet another painful disease which seldom is heard of ; and that is, the stone or gravel ; which no doubt is to be essentially attributed to the softness
and

and purity of the Water. That disease being thus prevented ; there can be no doubt that, when present, it may be removed or mitigated by the same means, and would well warrant a residence here for the purpose. It is proper to observe, that some of the springs are softer than others, and should be preferred. The best tests of the purity of water are, its being clear, and readily raising a strong lather with soap.

As the temperature of the air is so liable to be variable here, a stranger should guard against the effects of it, by an attention to the dress. The water of the adjacent sea coast is shallower than that of most others ; which occasions the air that blows over it to be warmer here in summer and colder in winter, than on a coast where the sea is much deeper.

The most healthful situations in the town are the higher parts, beginning near the top of Duke street and continuing the northern direction towards Mount Pleasant and Everton.

ton. The higher parts of the west side of the town, bounded by Castle-street, where they are not particularly crowded with inhabitants, from being purified by the frequent westerly winds from off the river, and the dry rocky foundation and sloping declivity, have always been healthful.

The following Table will give an idea of the increasing population of the town, from the earliest records to the present period.

In the Year	Chriftened.	Buried.	Married.	In the Year	Chriftened.	Buried.	Married.
1660	3	0	0	1730	397	307	129
1670	67	48	5	1740	485	608	137
1680	106	51	3	1750	972	1075	290
1690	116	158	10	1760	986	599	408
1700	132	124	35	1770	1347	1562	433
1710	258	211	40	1780	1709	1544	507
1720	410	293	58	1795	2527	2009	753

The above statement will also give a view of the comparative healthfulness of Liverpool with

with other large towns, particularly London. In the latter, the deaths always considerably exceed the births ; here, the reverse is generally the case ; and when otherwise, it has arisen from a particular malignity in the small pox or measles, the poor remaining inflexible in their opposition to inoculation ; many of them from a motive contrary to preservation, especially among the idle and abandoned—a reflection not less melancholy than just.

The following is a statement of the proportionate annual mortality in different parts of Europe.

Vienna	.	.	1 in $19\frac{1}{2}$
Edinburgh	.	.	1 — 20
London	.	.	1 — $20\frac{1}{2}$
Amsterdam	.	.	1 — 22
Rome	.	.	1 — 22
Breslaw	.	.	1 — $26\frac{1}{2}$
Berlin	.	.	1 — $16\frac{1}{2}$
Manchester	.	.	1 — 25
Chester	.	.	1 — 31
Liverpool.	.	.	1 — $27\frac{1}{4}$

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The difficulty of obtaining these calculations with accuracy, for the purpose of comparative healthfulness, is very obvious. The inhabitants of some towns being much more prolific than those of others, and one third of the children of large towns dying under two years old, with the different modes of living and employments, must greatly embarrass this kind of calculation.—This town contains about 10,000 houses and about 60,000 inhabitants ; forming an average of about six persons to one house.

GENERAL REFLECTIONS.

The great number of Wind-mills that surround this town, will attract the attention of the stranger as a singularity, with respect to numbers, not to be found in many other parts of the kingdom : the reason is, that all other large towns are of ancient origin, and are placed purposely on or near the banks of narrow fresh water rivers, adapted to grinding of corn, and other useful purposes which are here wanting. Human invention has

P

attempted

attempted to supply the deficiency, by a tide-mill (see p. 24); which, however, has not been copied. As much water runs out of the docks at ebb tides, as would, if properly disposed, turn mills to grind corn sufficient for the whole town, and leave water enough to wash the dock guts.

Another singularity that engages the attention of the stranger, is the Water carts, that supply the inhabitants with water for drinking, &c. It is said a plan is projecting to form reservoirs for the lodgement of water, by means of pumps worked by a steam engine; the water to be afterward distributed to the houses by pipes under ground. An act of Parliament was long ago obtained to bring a stream of water from Bootle (about three miles distance), which fortunately was not executed, as the water although clear, is hard, and consequently inferior to the water which the best town springs afford, and which is remarkably pure and wholesome.

The pavements of the foot paths of the streets,

streets, have of late been much improved ; yet all strangers complain of their roughness and sharpness. The stones with which the side walks are laid in Castle street, would be highly desirable in the other streets : they are even superior to flags.

The streets are kept tolerably clean in general : yet a slovenly custom prevails, of suffering the dirt to remain in large heaps for some days after it is collected ; which even the most wary will occasionally stumble into in the night, in crossing the streets. This indecent practice has been attacked both by remonstrance and pleasantry ; yet a Hercules is still wanting to cleanse the Augean Stable.

The inhabitants of Liverpool have a more healthy appearance than those of most large towns ; their employments being mostly of the active kinds, accompanied with exercise out of doors. This extends to all ranks ; and the pay of the mechanic and labourer is fully adequate to the temperate subsistence
of

of themselves and their families, for the preservation of their health. Inhabiting Cellars, is extensively practised in some parts of the town. It has an unpleasant appearance ; yet that is the worst of its qualities, a cellar being found, from experience, a much more healthful residence than a room in a house where every room is tenanted. Being detached, a cellar can neither receive nor communicate any thing infectious in the manner that necessarily happens in the inhabited rooms of a house, that all communicate by one common stair-case ; in which situation many families reside, who are unable to rent a whole house ; and some entire streets are inhabited by tenants of that description. An order passed the town Council, for preventing the cellars being inhabited ; but which was not executed—it might have pleased the eye, but would not have gratified the mind's reflection. The streets and squares do not possess all the regularity and elegance that might be expected. The Builders, who were mostly born upon the spot, had no opportunities of improving their style, which

was

was very limited ; by which the streets, even the more modern, were laid out in the confined, parsimonious way that may be perceived ; and that, even in situations which would have admitted more space, both in front and behind : a street was considered equally elegant, whether broad or narrow ; and the houses equally commodious and valuable, whether they contained a depth of ten yards or a hundred. This yet remains an error, not properly corrected.

Liverpool, from its sequestered situation, was not formerly much the resort of strangers, for any other purpose than commerce ; and as the inhabitants were all embarked in business, they necessarily formed a society among themselves, which, if not refined by the grimace and ostentation of modern manners, was proportionally uncontaminated by their influence. This commercial intercourse of the inhabitants, induces a general harmony and sociability, unclouded by those ceremonies and distinctions that are met with in more polished life ; hence the freedom and
animation

animation which the town has always been observed to possess, and which produces that medium or equality so rational, grateful and desirable in society.

The wealth which of late has flowed into the town with its extended commerce, has however introduced along with it some of the more glaring luxuries of the times, which menace, by the distinctions they create, the above boasted harmony of the whole. A man in the middle walk of life, while embracing its comforts and true elegances, will studiously avoid its ostentations, for his own sake ; as it invariably subjects him to the sneer of his superior, the jealousy of his equal, and the envy of his inferior, which, with the other embarrassments it regularly exposes him to, can never procure him real, conscious gratification, howsoever he may seem to trim and brave it, externally, with the world.

The inhabitants are chiefly in three classes ; the Merchant, the Tradesman, and the Labourer

bourer or working Mechanic. Men out of business, rarely reside in the town ; not even those who have acquired fortunes in it ; who generally either mix in the gayer scenes of life, or retreat into the more retired.

It will be observed by the number of public Institutions, that Charity is a predominant feature of the town ; where every call of distress is answered, and frequently anticipated. In addition to the Public charities, the Necessitous have a peculiar advantage. As nearly all the inferior orders are employed under the constant eye of the Merchant ; they are sure of his immediate indulgence, succour and protection in their various necessities ; and are not suffered to exhaust their little stores, till the utmost distress forces them upon a public charity ; the benefits, and means of access to which, they may have been ignorant of ; and which in many instances, the modesty of their nature would lead them to avoid. This is a species of Charity, that is not unprevalent ; and is not more acceptable to the modest receiver, than grateful to the generous donar.

The

The Police of the town is well preserved. A street assault and robbery is seldom or never heard of ; nor is a burglary or other kind of house robbery ever attempted to any extent, by violence. Thefts of that kind are of a petty nature ; as may be observed by the sessions calender, quarterly. The nightly watch is well attended, and is doubled in the winter season, when it goes half hourly ; and the inhabitants are as secure in their beds as in the most retired village. The streets being in general well lighted with lamps, contributes much to the general security.

A highway robbery, of any serious import, is rarely heard of in the neighbouring roads. Adventurers in that way have seldom succeeded ; for as there are no lurking places for their security, and their retreat being cut off on one side by the river, the hue and cry, from the rarity of the occurrence, has always been so general as to ensure detection : even the town, from the vigilance of the police, will not afford a hiding place. This security from personal assault, may be considered

dered as a comfort not usually attendant on a large town. The Mayor's court sits daily, from eleven to three o'clock, for the purpose of regulating the order, decorum and police of the town. The Sessions are quarterly, for the trial of civil and criminal causes. The inflictions of the latter do not extend to death.

The Government of the town is vested in the common council, in the person of the Mayor, who is elected, annually, on St. Luke's day, the 18th of October, by the Burgeses. He has a personal allowance of 800*l.* a year for private contingences.

The Corporation can enact by-laws for the regulation of the town.

The greatest part of the town is leasehold under the body corporate, for three lives, and a farther term of twenty one years, with a ground rent; the lives always replaceable under a fixed fine; which, with the tolls or town dues, produce a, growing and,

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present

present revenue of more than 20,000*l.* a year.

Liverpool is a very ancient borough. It has ten Charters. The first was granted by King John, in 1203; the last by George II. in 1752. It sends two members to Parliament.

The calamity of Fire is equally the lot of every town; depending upon circumstances, in the variation of the extent. Such is the quality of the brick, of which the houses here are built, that they are capable of resisting the power of fire to a considerable degree: so that when a fire happens in a house or warehouse, it is not liable to communicate to an adjoining house, under the assistance of fire engines. A bell is placed in a central situation, to alarm the town in case of fire.

The decorum of the Sabbath is preserved in a manner highly grateful to the feelings of every one who venerates it. The bustle of the preceding six days, settles into a perfect
quiescence

quiescence in the seventh ; an universal stillness prevails ; and the various places of divine worship are well attended both morning and evening ; when, the public houses are shut : after which the superior families retire within themselves, while their domestics are allowed to perambulate, in common with the middle and inferior orders, the town and environs at their pleasure, retiring peaceably at an early hour.

THE ENVIRONS.

The following sketch of the environs of the town, is given as a Guide to the stranger who may wish to make excursions, to a greater or lesser extent.

The north shore never fails being a pleasant ride, either in a carriage or on horseback, in fine, warm weather ; especially when the wind is off the sea ; as it is very refreshing, and free from dust. It will be advisable to keep close to the shore, or else pursue some wheel tracks, to avoid the soft beds of clay that

that are interspersed, and which may be discovered by their dark colour.

Immediately on passing the Fort, when the tide will permit, will be discovered houses, with bathing machines, &c. which in the season are filled with families, chiefly manufacturers from the interior. About a mile along the shore, a sandy road turns off, round a neat house with trees, and crossing the canal, leads to the village of Kirkdale; Walton being on the left, along the great north road; and St. Domingo and Everton in front, whence several pleasant roads branch into the country, to form pleasant rides.

About three miles along the shore, are the Bootle mills (one a paper mill), and the two Coffee-houses, or Hotels, mentioned at page 57; where genteel company resort for sea bathing and sea air, in the summer season. Here are public Ordinaries, lodgings and other permanent accommodations.—

Land marks, for directing the homeward bound ships into the river, will be observed

near

near this place. Adjoining, the springs arise that work one of the mills ; and which were named at page 114, as intended to be conveyed to Liverpool. The road from hence, after crossing the canal, leads to the village of Bootle, from whence, on the right, it proceeds to Kirkdale, lately mentioned. The straight direction leads to Walton village and church ; under which parish, Liverpool once was subjected. (See page 68). This rising ground commands a good prospect. The Church living, which is a Rectory, is a good one. All this may be called Good ; yet a prospect of this kind is rarely pleasing, or highly grateful ; since it is scarce possible to view it, in any direction, without contemplating the poor curacy in the back ground. Nothing personal is meant Here : and from some late attempts in favour of the inferior clergy, their condition seems to be ameliorating.

The left is the north road to Ormskirk ; where originated the formerly celebrated, but now nearly exploded, medicine for the
bite

bite of the mad dog. The right leads to Kirkdale and Liverpool. There is another pleasant road, into the interior of the country.

About a mile beyond Bootle mills, along the shore and nearly in front, is the road to the village of Crosby, which may be discovered by the spire of the Church; and about a mile from Crosby, is Ince, mentioned at page 97. In addition to the rarities of this place, the Owner's taste is displayed by an ornamental gate, the avenue to which seems guarded by statues of a Lion and Lioness, of excellent sculpture. The whole is so disposed, that the lioness, upon the watch, appears to descry an approaching intruder, and is warning the couchant shaggy monarch of it; whose adverted eye, towards his watchful mate, announces his attention to her signal. —The Hesperian fruit could not have been more formidably guarded: and the fruit here, is worthy such guards.

In a backward direction from hence, at a short

short distance, is Sefton church; observed by its spire, which, with the church, discover elegant gothic taste. The inside of the church possesses much of the grandeur of, ancient workmanship; especially the choir, which contains 16 ornamented stalls, and a formerly splendid canopy. The monuments here are chiefly of the Molyneux family; one of which is dated so far back as A. D. 1439. The following inscription on one of the tombs in the chancel, discloses the style and poetry of the time.

Sir Richard Molyneux Knighte & Dame Ele-
nore his Wyffe whose Soules God pdon.

Dame Worshope was my guide in life
And did my doinges guide;
Dame Wertue left me not alone
When Soule from Bodye hyed.
And thoughe that Deathe with dint of Darte
Hath brought my Corps on Sleepe,
The eternall God, my eternall Soule,
Eternally doethe kepe.

Sefton is a valuable Rectory; where the
same

same reflections, that were made at Walton, at present more strikingly offer.

There is a road back, through Litherland to the shore, for a carriage, but which is sandy and heavy ; and on the bank of the canal for a horse. The turnpike road adjoins ; and which leads back to Liverpool. In approaching the town, the village of Everton, on the left, has a pleasing effect.

Two pleasant outlets offer through Everton towards the village of Derby ; and beyond that to the Knowsley, the seat of the Earl of Derby, near Prescot, at eight miles distance from Liverpool. This ancient mansion remains distinguished by its images on the top, its turrets, and huge ornamented chimnies. It contains an extensive and valuable collection of paintings. The grounds, gardens, park, &c. are on a large scale, and well disposed both by nature and art ; and this extensive domain is generally tenanted by its noble possessor, once a year, for about “ a little month.”

The

The road back will be the turnpike; on each side of which are interspersed several Villas, chiefly the residences of the Liverpool merchants, &c. One or two roads branch off on the left; to the villages of Childwall and Woolton, which are retired and pleasant, and also lead to the town through Wa'tree.

A ride from the town, through the three last named villages, is very pleasant. It begins by the Wavertree road (pronounced Wa'tree; see p. 62), passing through that village, three miles from the town, in a straight direction, a mile or two farther, to Childwall, pronounced Childa. The sudden break upon the country, on entering Childwall, has a wonderful effect: few inland prospects are more extended and engaging. Parts of many different counties may be seen from hence. Here is a Coffee house; and a bath of remarkably cold and pure spring water. A grave stone in the church yard, with Initials, has a date of eleven hundred and odd numbers.—— The right, and west, direction passes Child-
R wall-

wall-hall, and leads to the village of Wooton, pronounced Wooton ; where is a pleasant villa, with a fine prospect. A comfortable dinner, &c. may be had at Mrs. Denton's ; where there is a bowling green, from whence, the former pleasing prospect, presents. The road backward, enters Wavertree at the opposite end from whence it was before passed. The good house in front, upon an eminence, is Mosley hill ; which displays elegance and chastity of design. It may be passed and the other front viewed, on horseback only, by a road that leads through Toxteth park to Liverpool.

Wavertree is a pretty village, and pleasantly situated. It forms an agreeable contrast to the sea prospects nearer Liverpool. Here is a good Inn and Tavern ; where regular Assemblies are supported, in the summer season ; composed of the neighbourhood, and company from the town. A Well, near the pond, has the following singular inscription, of ancient date ; which appears to have been lately renewed.

Qui

Qui non dat quod habet,

Dæmon infra ridet.

A. D. 1447.

It appears from the inscription, that alms were formerly solicited there ; as it threatens the parched and thirsty visitor, who has any thing to give and does not give it, with the notice of a Demon below, no doubt in the bottom of the well. An old monastic looking house formerly stood in the scite of the modern adjoining one ; and as this is the only spring in the immediate neighbourhood, it is not improbable that the house was inhabited by some religious order, who might thus request alms towards their support.

There is a road to the town, past the south end of the village, by Smithdown (pronounced Smeatham) lane, but not so interesting as the other which led hither.

Toxteth park, forms an eminence on the south end of the town, at a mile distance. From thence a very good view of the Cheshire
hire

hire shore, the Welsh mountains, and the upper part of the Mersey, may be obtained; as also part of the Derbyshire hills, or English Appenines, which form a long chain of mountains in a north and south direction, so as to constitute a middle boundary to the two coasts of the kingdom.

This district chiefly belongs to the earl of Sefton. Some attempts were offered to improve it by building, &c. but as they were entirely entrusted to his stewards, they, of course, were frustrated.

THE END.

The year is 1796. The well-meaning but obstinate King George III is on the throne. England is at war with France and Napoleon, a brigadier general at the age of 25 years, is the commander of the victorious French Army in Italy. In two years' time Nelson will destroy the French fleet at the Battle of the Nile.

At this time Liverpool is an invigorating and enlightened town in which to live. London apart, it is the most important town in the kingdom in terms of size and commerce. Already it is a world city. This is due in no small part to its maritime success and its prosperity depends heavily on the lucrative but immoral slave trade.

It is in this year of 1796 that William Moss, surgeon to the Liverpool Lying-In-Charity, wrote this first, hurried, edition of the Liverpool Guide. Fifteen years earlier he had written an "Essay on the management, nursing, and diseases of children, from the birth, and on the treatment and diseases of pregnant and lying-in women, with remarks on the domestic practice of medicine, etc.". This was followed in 1784 by "A Familiar Medical Survey of Liverpool".

Liverpool



city of change & challenge

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